I hereby certify that this correspondence is being deposited with the United States Postal Service, with sufficient postage, as first class mail in an envelope addressed to Commissioner for Patents, Washington, D.C. 20231 on April 9, 2001.

Helen A. Odar
Name of applicant, assignee or Registered Representative

Helen A Odar
Signature

4/18/01
3613
w/clean & marked copy

Case No. 4865/49
BFG No. 1990023A

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of:

Lowell Bok et al.

Serial No.: 09/449,034

Filed: November 24, 1999

For: THREE RUN DISK BRAKE STACK AND METHOD OF ASSEMBLY

Examiner: Melody M. Burch

Group Art Unit: 3613

RESPONSE TO COMMUNICATION OF MARCH 27, 2001

Commissioner for Patents
Washington, D.C. 20231
Attn: Responses - NON-FEE

Dear Sir:

In response to the Communication dated March 27, 2001, enclosed please find Appendix B showing the amendments made to the specification in the Amendment of April 21, 2001 in the form of a replacement paragraph in marked-up version.

Respectfully submitted,

Helen A Odar

Helen A. Odar
Registration No. 32,806
Attorney for Applicants

BRINKS HOFER GILSON & LIONE
P.O. BOX 10395
CHICAGO, IL 60610
312-321-4200

APPENDIX B

In one preferred embodiment, composite friction brake disks having replaceable wear faces as described in U.S. Patent No. 5,779,006 are used in the brake stack. The disks described in this patent are preferably used in the instant invention since the disk configuration improves the dynamic stability against undesired vibration of the brakes during aircraft braking. If disks employing such a replaceable friction lining are used, the friction lining is preferably in the form of an annular ring of a size corresponding to the respective disk. The friction lining may be attached by any suitable means available. For example, the friction lining, if annular, may be attached by rivets or clips. As shown in FIG. 1, each stator friction lining 42 has a flat annular wear face or rubbing face adapted for engagement with the opposing wear face of an adjacent rotor lining 52. An alternative design such as described in U.S. Patent No. 5,779,006 could be used where the friction lining does not directly engage the drive keys of the wheel or splines of the torque tube so that the friction lining need not have the structural strength required of conventional disks formed entirely of carbon material.